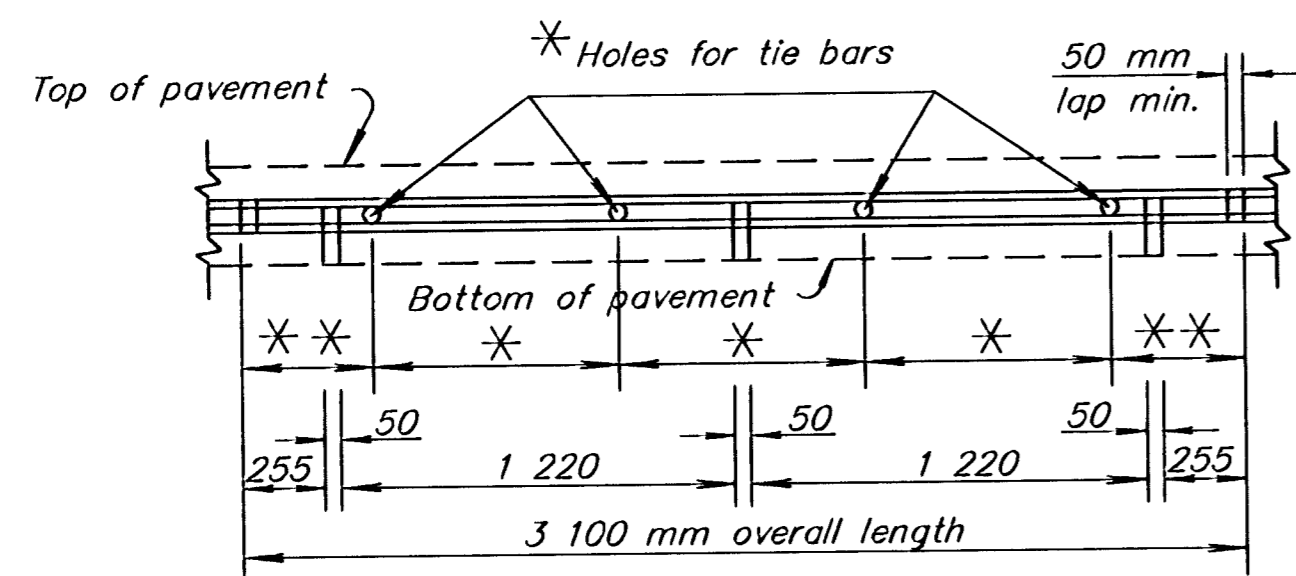


See Standard Drawing RD651 S1 for dimensions.

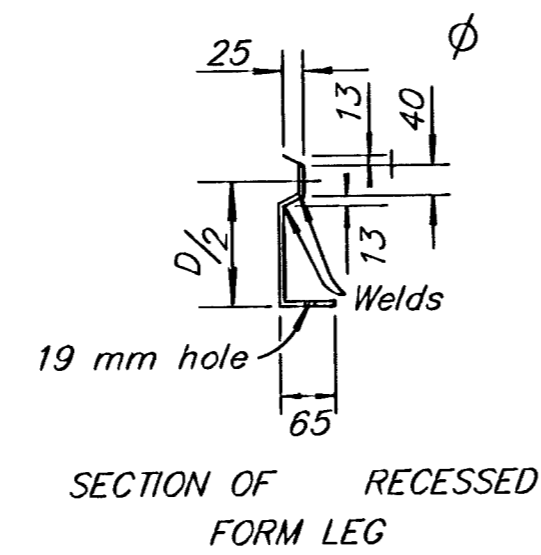


To be used only against forms. Shall not extend through contraction joints.

\* Tie bar size and spacing shall be as shown in table.

\*\* Space variable depending on tie bar spacing. Shall not exceed one half tie bar spacing plus 25 mm.

**METAL STRIP FOR  
LONGITUDINAL CONSTRUCTION JOINT**



∅ Snap-in leg or other approved designs may be used in lieu of welded leg.

**GENERAL NOTES**

All work shall be done in conformity with the Standard Specifications applicable to the project.

The cost of all bars and joint material shown on this sheet is to be included in the bid price for Concrete Pavement.

At each planned transverse joint location, a 100 mm to 150 mm wide strip of the pavement surface shall be protected from the texturing operation to provide a transverse textureless surface centered over the joint sawcut.

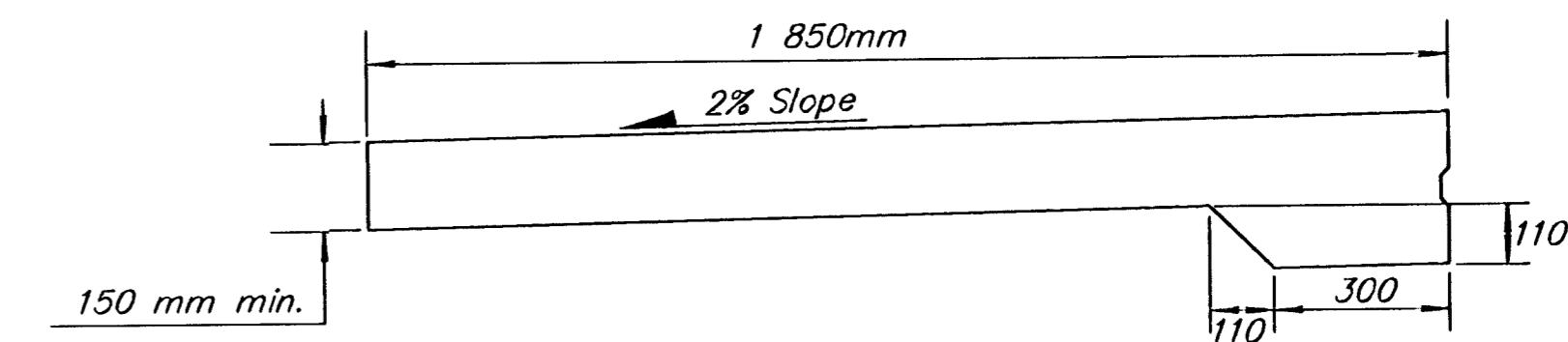
All joints shall be sealed with hot or cold joint sealant. Preformed elastomeric compression joint sealant will not be allowed.

All materials and work required for this construction shall be Subsidiary to the concrete approach slab.

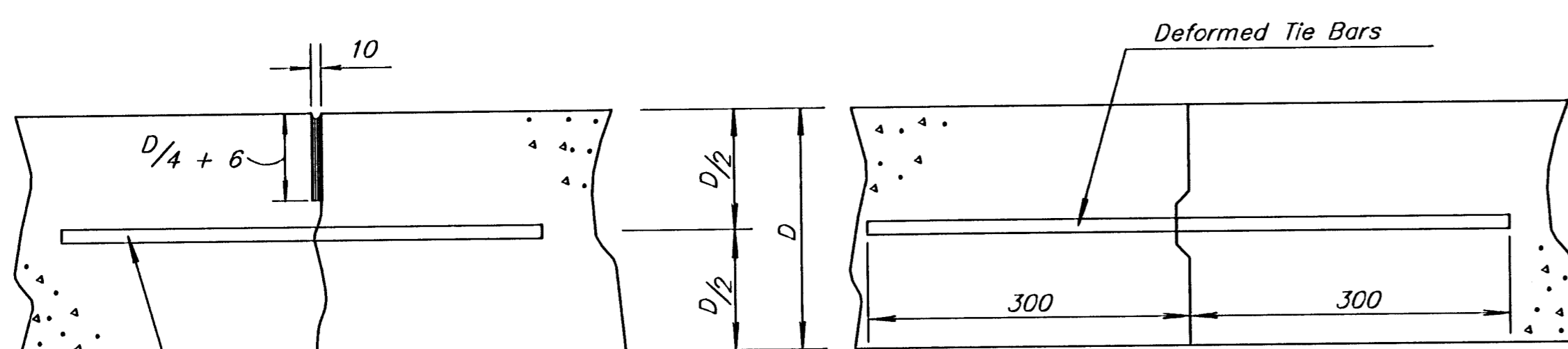


**LONGITUDINAL JOINTS**

Note: All sealant shall be 3 mm - 6 mm below surface and 6 mm thick.

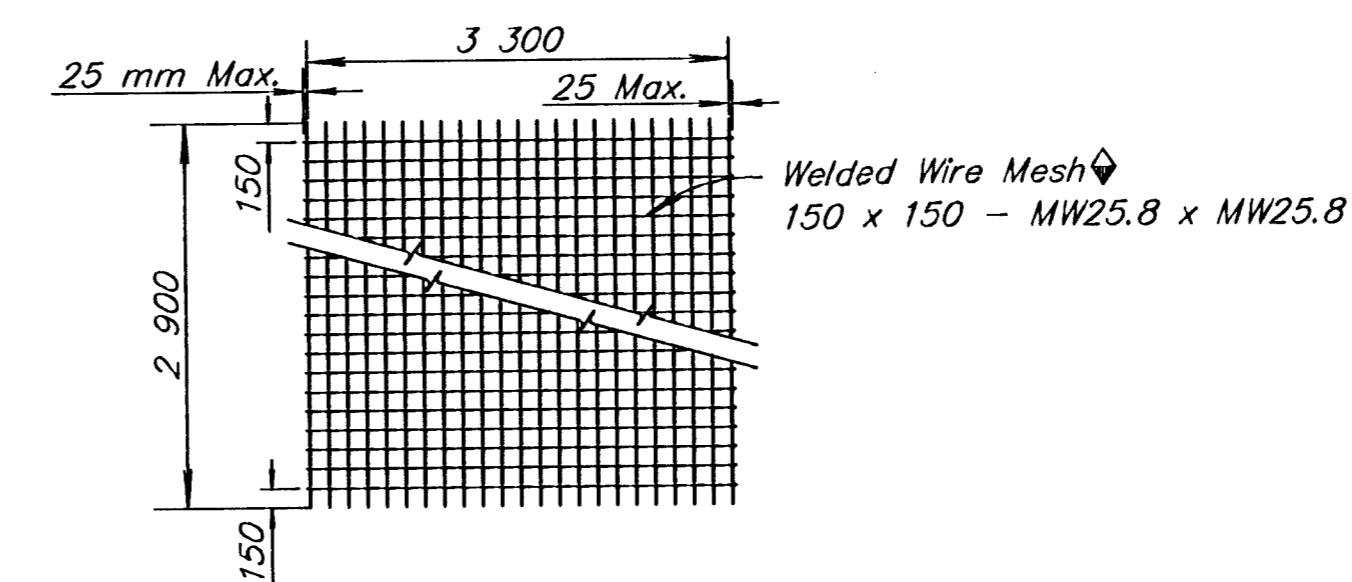


**SIDEWALK (150mm)(AE)**



**TRANSVERSE JOINTS**

Note: A construction joint is required when the concrete placement has been interrupted for a substantial length of time or at the end of a day's placement.



**TYPICAL SHEET OF WELDED WIRE MESH FOR  
SPECIAL BRIDGE APPROACH PAVEMENT**

◆ Note: Epoxy coated 10M bars longitudinally @ 300 mm ctrs. & 10M bars transversely @ 450 mm ctrs. may be substituted for the epoxy coated mesh.



**DETAIL OF LAP FOR WIRE MESH**

The lap shall extend beyond the first transverse or bag wire of each sheet.

The sheet shall be wired securely at the edges and at intervals not to exceed 750 mm for the full width of the sheet. Approximate weight of wire mesh = 2.8 kg per m<sup>2</sup>. Other methods for fastening the sheets of wire mesh at the laps may be used with the approval of the Engineer.

Drawn By: \$\$\$\$SYTIME\$\$\$\$  
Plotted: \$\$\$\$SYTIME\$\$\$\$  
File: \$\$\$\$SYTIME\$\$\$\$

NO.	DATE	REVISIONS	BY	APP'D
<b>KANSAS DEPARTMENT OF TRANSPORTATION</b>				
<b>MISCELLANEOUS DETAILS FOR CONCRETE BRIDGE APPROACH PAVEMENT</b>				
<b>RD661-S1</b>				
FHWA APPROVAL	8-25-94	APP'D.	James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED	Bowser
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	Seitz